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Profile

March 1980

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Marine Corps marksmanship training

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THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON, D.C. 20593

For young people about to begin a career, the choices available today offer unique and challenging opportunities to participate in leading our nation through what promises to be a very dynamic conclusion to this century.

The 1980s have begun with our nation pondering everything from its role in world affairs to national resource priorities. As one looks to the future from this time when economic and energy concerns underscore the interdependence of the objectives of the various maritime nations, it is not too difficult to forecast that the oceans of the world will be of vital importance to filling the transportation, food, and energy needs of mankind. Clearly, the gauntlet is down challenging today's youth to supply the leadership for those government agencies and industries which serve U.S. maritime interests. I believe it is a time of optimism. The opportunities for a feeling of personal contribution and reward are waiting in a wide variety of fields of endeavor. It is a time when a reasonable number of our youth must be willing to share their talents and participate in shaping national programs which address the sea.

I encourage each young man and woman to consider very seriously a career as an officer in our Sea Services.....the Coast Guard, the Navy, the National Ocean Survey, and the Merchant Marine. You can be on that "center stage" I alluded to, anticipate the challenge of responsibility in leadership roles, enjoy the exciting adventure and hard work of going to sea and helping those who do, be assured of the security of a reasonable lifestyle, and experience the incomparable satisfaction of showing concern for others through service to the nation.

Sincerely,

J. B. HAYES
Admiral, U. S. Coast Guard

The Master Chief Petty Officer of the Coast Guard

Washington, D.C. 20590

The Coast Guard offers many challenging career opportunities for enlisted personnel. Search and rescue, environmental protection, maritime law enforcement, aids-to-navigation and military readiness provide the atmosphere within which you can develop job skills in a variety of fields ranging from clerical and accounting to mechanics or computer technology.

Anyone considering a career in the Coast Guard should be concerned with acquiring a solid background in mathematics, the physical sciences (Physics, Chemistry), the biological sciences, English and, of course, be in good physical condition. If you're considering a career as an officer, degree programs in Engineering, Physical Science, Mathematical Science, Marine Science or Management are desirable.

In return for your service, you can expect opportunities to increase your responsibilities as you develop your technical and leadership abilities, good benefits, reasonable pay and job security.

The Sea Services, and particularly the Coast Guard, can be a rewarding experience for anyone with imagination, self-discipline, pride, determination and ability. It's a great way to help others and serve your country.

Sincerely,

H. B. STEPHENS

Profile

March 1980
Vol. 23, no. 5

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PROFILE (USPS 485-850) is published monthly October through December and February through April by the High School News Service, a Department of Defense activity at Norfolk, Va. Distribution is free directly to junior and senior high schools, colleges, universities, libraries, career centers and ROTC units requesting the service.

The purpose of this magazine is to inform young people and guidance personnel about benefits, opportunities, privileges and programs of military service.

The Secretary of the Navy has determined that the publication of the periodical is necessary in the transaction of the public business required by law of this Department. Use of funds for printing was approved by the Office of Management and Budget on Aug. 8, 1975.

Unless otherwise indicated, all photographs used herein are official military photographs. Reproduction of articles and supporting photographs is authorized provided proper credit is given.

Inquiries may be directed in writing to the return address or by calling (804) 444-4871/2828 or (AUTOVON) 690-4871/2828.

Controlled circulation paid at Richmond, Va.

Graphic design for front cover by PA2 James Graham, Fleet Home Town News Center. Photo by Bill Wright.

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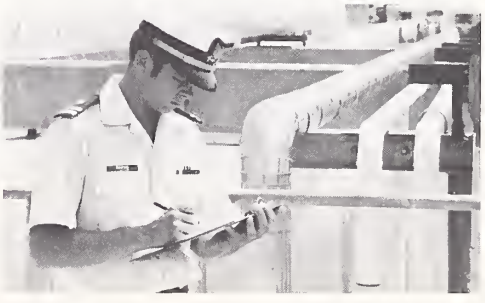


Cable splicers

Keeping communication lines open

Story By A. M. Williams

Photos by Sgt. Mike Birdsong and Sr. Amn. Linda Kelley, 2179th Comm Group

In this day of mass communications, many things we use are taken for granted. One of the most widely used of these is the telephone. It is used for business, personal, convenience and emergency calls. Because of this, cables play an ever increasingly important role in modern-day life.

The telephone, along with other means of communications, is also an important link in national defense. The many miles of cable circuitry is mind boggling. Patrick AFB, Fla., for example, with a military population of under 4,000 has 2,500,000 circuitry miles of cable, or enough to make four round trips to the moon, with over 90,000 miles left over.

To keep these lines of communication open is the job of the men and women of the Air Force Communications Command's cable splicing/maintenance crews. Usually small in number and large in responsibility, these crews are called upon very quickly when a line goes dead, but their job is primarily one of prevention.

Staff Sgt. Charles Clark checks meter readings the first thing every morning to detect any possible pressure leaks in the cable system.

The cable splicing/maintenance crew assigned to the 2179th Communications Group, Patrick AFB, is made up of two military and two civilian men. Headed by Doyal Clark, the crew is charged with keeping the cable system on the base and a portion of the area on the east coast of Florida known as the ''Space Coast'' functioning properly.

''Our job is mainly one of preventive maintenance,'' says Clark. ''We try to keep the system in such a state that we won't have breaks.''

This job not only deals with telephone cables, but also those servicing computers. Since computers are used by people to control most actions that affect personnel and equipment of the modern Air Force, their reliability is paramount to successful mission completion. Computers are also used in dealing with people of the Air Force in a very personal way. Each pay action, each personnel transaction, promotion actions, transfers, etc., are all computerized.

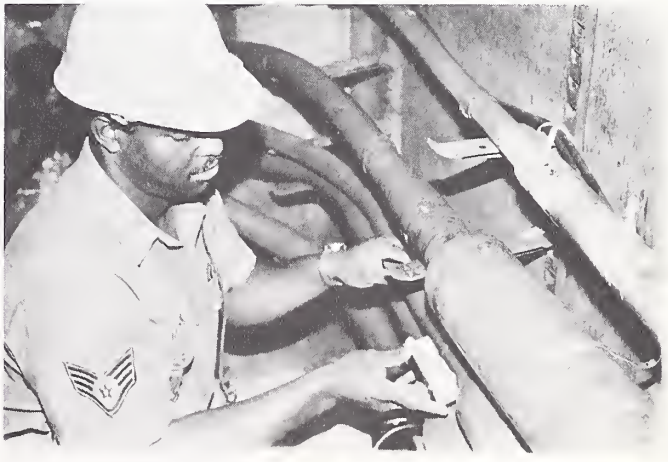
Every day begins the same way for the crew of the 2179th; reading meters and checking for a drop in pressure of the cable system running underground throughout Patrick. Cables are encased, under pressure, to protect them from the elements, or from being inadvertently cut by digging.

Any significant drop in pressure indicates a problem, ranging from a small leak to a cut cable. The extent of deterioration or damage is judged by the amount of pressure drop.

Sometimes the leaks or cuts are difficult to find. ''You take a cable that is buried underground and runs for about 22 miles, it's a little hard to find. We have to check it out using our check points,'' states Staff Sgt. Charles Clark — the other Clark on the cable splicing/maintenance team at Patrick AFB.

Doyal Clark, left, and Staff Sgt. Clark start the pump to get rid of water in a tunnel so they can check for a suspected leak.

Staff Sgt. Clark looks up as the hoses draining the water are pulled out of the tunnel.



Using the cable fault locator, Staff Sgt. Clark checks for the suspected pressure loss.

The nerve center of the cable system under Patrick is located in the "vault" under the building housing the offices of the crew. Each cable system serving a particular building or agency on base has its beginnings in this vault.

When a meter shows a significant drop in pressure, Charles Clark checks out the system in the vault with a cable fault locator. This enables the crew to localize the fault easier than "digging up miles of dirt."

If a leak is identified as being part of a cable system servicing a particular building on base, the cable system can be reached rather easily through a system of manholes around the base. Locating the leak sometimes is easier than getting to it.

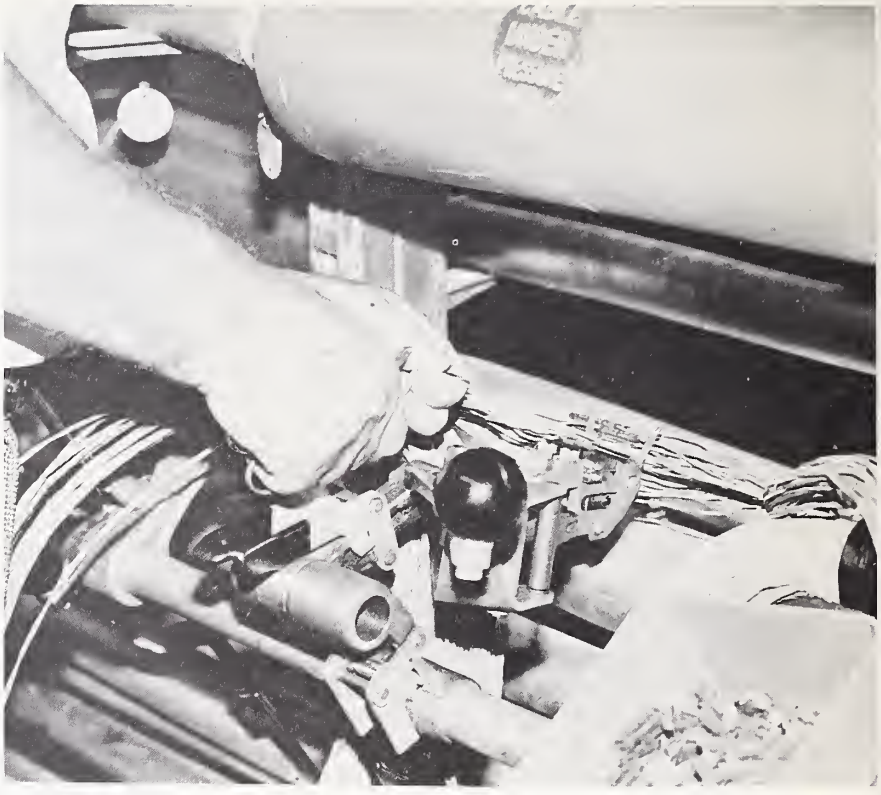
Patrick is surrounded by water and the tunnels housing the cables can fill up quickly. To get to the system, the water must be drained so the maintenance people can move in with the cable fault locator.

Once a leak or cut is found, the maintenance people open the pressurized cable container to determine if any damage has occurred to the cable. If damaged, the cables are spliced and the leak or cut repaired.

"When I first started on this type of job," says Doyal Clark, "a good splicer could splice up to 100 pairs of cables an hour. The machine we have now can do 50 pairs every eight minutes."

Charles Clark, a 1967 graduate of Lincoln Park Academy in Ft. Pierce, Fla., is half of the military personnel assigned at Patrick.

His partner, Sr. Amn. Randy Martin, a 1975 graduate of Stockbridge (Ga.) High School, at this time, is working as



The hands of Doyal Clark demonstrate how the best cable splicer could splice 100 pairs of cable an hour.

Staff Sgt. Clark, using the cable splicer, shows how the machine helps the splicer do 50 pairs every 8 minutes.

an observer with a civilian contractor who is digging up a section near the highway running through Cocoa Beach, Fla.

In Florida, before any digging operation begins where cables are buried, the state's Department of Transportation must be notified. The Department then advises the owner of the cable. The owner, such as the Air Force, then furnishes an observer who is familiar with all characteristics of the cable, i.e., location, depth, etc., to avoid costly damage due to the digging operation.

"This prevents many problems for us," states Doyal Clark. "There used to be a time when a company would start to dig and cut through our cables, but this is very rare since the state requires prior notification."

It's a big job for a small crew, but the job gets done. In this age of increasing dependence upon machines and computers, there will always be a need for dedicated people to keep them working. A machine is only as good as the people who work on it — and the people in the Air Force who keep the lines and cables working are "good."

After the initial drag is made by the earth mover, Sr. Airman Randy Martin peers into the ditch to locate the position of the cable.

Martin directs the operation as workmen wait in to remove the rest of the earth with shovels. This coordination between contractor and the Air Force has resulted in increased protection for underground cables.

'What goes up must come down'

Story and photos by Herbert Thweatt

Rigger students learn to pay close attention to detail during the "hands-on" phase of parachute packing.

Year-round, high above the U.S. Army Quartermaster School at Ft. Lee, Va., novice parachute riggers perch on the door's edge of open Huey helicopters ready to prove what goes up must come down.

The Airborne Parachute Rigger Course is an important part of the Army's Quartermaster School. Young men and women who have qualified as airborne soldiers and who have volunteered for the 12-week rigger course, study there to become members of the Parachute Riggers — one of the most elite airborne teams.

Over a secluded drop zone near Ft. Lee, a team of eight airborne soldiers received the word from their jump chief — "go". One by one, a few seconds apart, they leapt into an adventure some have come to love and others only tolerate.

This female soldier leading a group of paratroopers to the heli-pad underlines the fact that both men and women attend the rigger course.

Pvt.2 Robert Haak of Springtown, Texas, stood motionless after his jump. On his face was an expression that transcended enlightenment. The 19 year-old had been bitten by the airborne bug.

"I remember the first time I had to jump. Make no mistake that I wasn't scared," commented Haak. "I was too scared to yell 'airborne' as I made the jump. Now every time the chute opens and I start to float safely to the ground, I get this deep sense of accomplishment."

Haak openly admits that there are few jobs in the civilian world where he could have used his skills as a paratrooper, but now as a student at the rigger school he feels that future job options look much brighter, should he decide not to make the Army his career.

The Military Occupational Specialty (MOS) is 43-E and the official title is Parachute Rigger. The course consists of three phases: airdrop rigging, parachute packing and air equipment repair.

During the airdrop rigging phase, the airborne soldier is taught how to pack large cargo parachutes and to rig equipment and supplies for airdrop and external transport. While training in this phase, the students actually drop equipment they learn to rig in class.

In the parachute packing phase, the students are instructed in the skill of packing all types of personnel, extraction, light cargo and drogue parachutes. The knowledge obtained in this phase of the program is very important because the lives of their airborne counterparts will depend greatly on the skill, patience and expertise with which each parachute is packed.

Repairing torn or damaged equipment is very important. The student is paying close attention to how his stitches line-up.

The final phase of the course is largely self-paced and called air equipment repair. The fundamentals of inspection, classification and repair of airdrop equipment are taught with exacting standards. The rigger students learn to detect and repair damaged air equipment and parachutes by using sewing machines and other devices.

The student riggers not only have their hands full in the classroom, but they must develop and maintain top physical conditioning and the keen reflexes required of paratroopers. Every day begins with exercises and a five mile run. Whenever scheduling permits, each soldier has a chance to jump and to act as an important element in actual drop training.

Large equipment drops take place at Camp Pickett in Blackstone, Va. After successful training, the jeeps, cannon, and other heavy practice materials are driven over 40 miles back to Ft. Lee.

"Our motto is 'I will be sure, always'. It's my job as an instructor to make sure that the students know that importance", said Marine Sgt. Jevier Bell. The 23 year-old Pomona, Calif. native seemed to be very excited about his new job as an instructor in the personnel parachute packing phase of the course.

It is no rare sight to see Navy, Air Force, Coast Guard or Marine personnel in the school, because the course is a joint service organization, authorized by Department of Defense.

Back at the jump zone the students have mixed feelings about exiting a perfectly good helicopter at 1500 feet, but the majority said they wouldn't trade the experience.

Pvt.2 Norman Lynch, a 19 year-old native of the Virgin Islands sums up his experience in these words, "There is a feeling of fear and then one of great happiness that the chute is open and filled with air. I really don't enjoy coming down, but I love it when I hit the ground."

Not all of the students feel the same as Lynch, but most seem to have a burning desire to get the job done, and this made up for any shortcomings that they might experience during final hands-on exams.

When the helicopter lands, the next squad of paratroopers moves with vigor to their positions on the craft. Their instructors watch and guide the soldiers as they are flown to the drop point. As each chute opens, the cry "Airborne" echoes across the field.

For many the 84-day course is over. The paratroopers have earned the right to wear the famed red rigger baseball cap and to be officially called Parachute Riggers. The soldiers have come to know and prove, what goes up must come down — safely.

Every parachute must be packed in an orderly fashion. Pvt. 2 Norman Lynch checks his list for the next step.

Making room for one more, the rigger students are ready for the flight to 1,500 feet and the jump.

Symbolic of a job well done, the riggers jump the parachutes they have packed.

As the round finds its way to the target, a casing is ejected from this Marine's rifle during annual requalification at Marine Corps Base, Camp Lejeune, N.C.

Hold 'em and squeeze 'em

Story and Photos By
Bill Wright

While commanding the American Expeditionary Forces in France during World War I, Army General John J. Pershing stated that "a Marine and his rifle is the most dangerous weapon in the world." That statement, along with many others regarding "leathernecks," has become a cliche, though still a hard-hitting truism in the eyes of many an American foe.

Expert marksmanship has been a Marine Corps tradition since the days when Marines served on ships and were used to clear the decks of enemy boarding parties. Today, marksmanship training is a vital and integral aspect of the career of each Marine.

The proficiency of a Marine rifleman begins in "boot camp," and continues yearly throughout a Marine's enlistment. Two weeks of each year are spent teaching and polishing the basic fundamentals of rifle marksmanship, including preparatory marksmanship training and known-distance firing. Called "annual requalification," each Marine strives for, and earns the right to wear the "marksman," "sharpshooter" or "expert" medal. The medal a Marine wears is determined each year by the score he receives during requalification.

The rifle range detachment at Marine Corps Base, Camp Lejeune, N.C., operates three separate ranges and qualifies an average of 20,000 Marine Corps men and women annually. According to Chief Warrant Officer Gerald Rodden, range officer, an individual entering the Marine Corps with the desire, attitude and willingness to learn, can achieve excellent results during qualification.

"Any individual can be taught to shoot the M-16 rifle. Although many may have prior experience with small arms weaponry, I have seen those who

have never fired a weapon, yet, trained with the proper methods, achieve the same results,'' stated the ''gunner.''

These proper methods are taught by range personnel and individual coaches and are divided into two increments, including ''grass week'' and ''firing week.''

During ''grass week,'' each Marine is instructed in using the sight and windage adjustments on the M-16, in addition to trigger control, natural point of aim, safety procedures, maintaining data books and correct shooting positions. But before a Marine sees the actual firing range or draws his ammunition, he will spend what seems like ages participating in an unpopular, yet important aspect of annual requalification. It's called ''snapping in.''

''This period of instruction allows each individual to properly utilize the breathing and sighting techniques on ''fake'' targets, while becoming comfortable in the four basic shooting positions,'' commented Pfc. Dennis Shannon, rifle coach and native of Clinton, Maine. ''Once on the range, if he has applied himself while snapping in, a higher score is usually recorded on qualification day.''

Regardless of the talent and ability each Marine may possess in firing a rifle, the relationship between him and

The prone position is one of the four basic shooting positions utilized by the Marine Corps.

Pfc. Dennis Shannon, a rifle coach at Camp Lejeune, assists one of the women Marine shooters in adjusting the windage on the M-16 rifle. Weather conditions play an important role in rifle requalification. The M-16 is equipped with windage and elevation adjustments, allowing Marines to modify the direction of the round in conjunction with wind direction and velocity, plus firing distance.

his coach can often determine whether or not he qualifies.

Lt. Col. J. L. Roach, commanding officer of the Camp Lejeune range detachment and a distinguished shooter, plus former member of the Marine Corps Rifle Team, sees a direct correlation between a coach and shooter.

''A coach must be very knowledgeable and able to identify problems in shooters. The shooters' attitude and desire, coupled with the fundamental instruction they receive, is extremely important and may very well determine their score on qualification day,'' stated the 24-year Marine Corps veteran and East Brady, Pa. native.

After the many instructional periods and safety lectures, qualification day finally arrives and brings visions of high scores to most shooters, and tense, nervous stomachs to others. With a precise, verbal quality, the line noncommissioned officer (NCO) gives the firing commands. Almost in unison, 30 to 40 weapons send the first of many rounds down-range.

Being safety conscious is not taken lightly on the rifle range. One is constantly reminded to keep the weapon on safe and pointed down-range when not firing. There is no margin for error when firing live ammunition.

Firing from the 200, 300 and 500 yard lines, each shooter is allocated 50 rounds with which to shoot from the sitting, kneeling, offhand (standing) and prone (on-your-belly) positions. Various time limits are assessed for each string of fire, allowing the individual sufficient time to deliver a well-aimed round to his target. As Gunnery Sgt. David A. Hughes, Line NCO of ''A'' Range at Camp Lejeune explains, ''annual requalification entails more than 'just firing a rifle.'''

''We usually have four to six relays of shooters, depending on how large the detail is. Half will be on the firing line and the remainder will be pulling targets in the butts,'' stated the infantry unit leader and native of St. Petersburg, Fla. (The ''butt'' area is that point down-range from the firing line where targets are pulled after each shot, marked and put back in the air to show the shooter the exact location and point value of the round). ''Marking targets is so vital to qualification, that we conduct a class on just that. It's important for each shooter to receive an honest and correct score.''

To most Marine's dismay, automation hasn't caught up quickly enough when it comes to pulling targets. But despite that same automation and sophisticated technology, a Marine and his rifle are

When not on the firing line, Marines pull targets in the "butts." Lance Cpl. Curtis Jeter places the long-range target in its carriage.

Depending on the firing distance, it may be necessary to change the elevation on the M-16 rifle. This adjustment raises or lowers the actual strike of the round on the target.

still the backbone of the Marine Corps.

"The foundation of the Corps is the infantry, the Marine on the ground with his rifle," states General Robert H. Barrow, Commandant of the Marine Corps. "It's the individual Marine and his weapon whose skill in marksmanship will determine our success in future conflicts."

"The rifle of the future may not resemble that of today," the commandant continues, "but future Marines will still need to 'hold 'em and squeeze 'em.'"

Sgt. Steve Fosdick of Caribou, Maine, aims in on his target while firing from the sitting position. Marksmanship training and annual rifle requalification is yet another requirement and important aspect of Marine Corps life.

Religious Program Specialists

"Manned and ready for ministry"

One of the many functions of a religious program specialist is setting up altars for all denominations.

Story by Bill Wright
Photos by Herb Thweatt

A globe denoting universal support, embossed over an anchor representing the sea service, surrounded by a compass indicating "direction." This describes the insignia of the Navy's newest enlisted rating -- the religious program specialist (RP).

Established just over a year ago, the rating is designed to relieve chaplains of numerous administrative burdens, allowing them more time to meet the spiritual and pastoral needs of Navy and Marine Corps personnel and their families.

Performing as chaplain's assistants, RP duties are varied and many, but are limited to functions that do not require ordination or pastoral counseling.

Although not authorized to conduct services, religious program specialists can become lay-leaders in the Navy's ministerial program. Individuals who volunteer, are recommended and designated by their command, can attend chaplain-conducted seminars where they become proficient at performing authorized services in the absence of the chaplain.

Formal training for the rating is presented in a five to seven week, self-paced program at Keesler Air Force Base, Biloxi, Miss. Instruction includes

Seaman Apprentice Edward Wills prepares audio-visual equipment for a presentation at the Fleet Support Religious Activity in Norfolk.

basic administrative skills, publishing church bulletins and news articles, chaplain's reports, plus completion of marriage and baptismal certificates. Additional training focuses on the operation of audio-visual equipment and ship and shore libraries, plus setting up church altars and learning chapel fund accounting procedures.

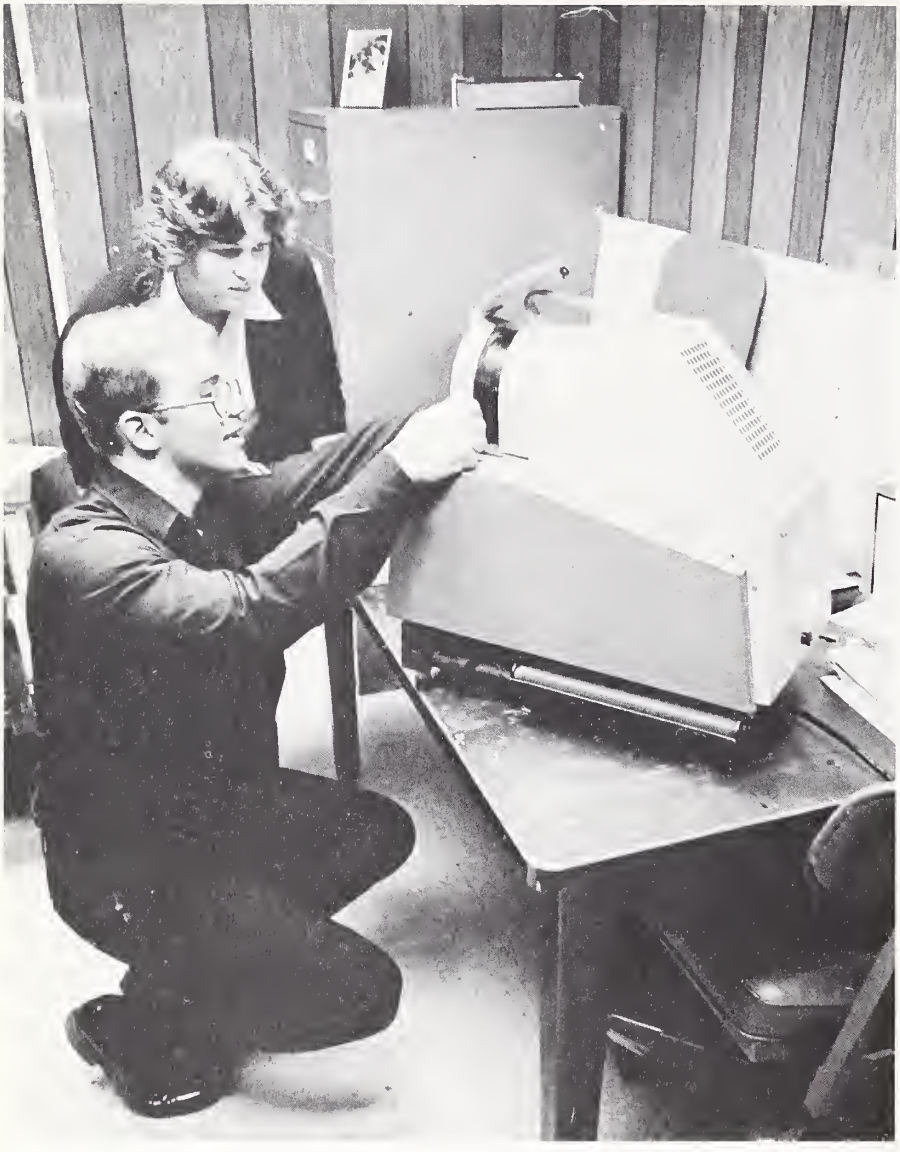
According to Master Chief Petty Officer James Hudak, the Navy's senior enlisted RP serving on the staff of Commander-in Chief, U.S. Atlantic Fleet in Norfolk, Va., the rating is long overdue, but nevertheless, a "blessing." "The religious program specialist plays an important part in the Navy's ministerial program," commented the former interior communications electrician and 21-year Navy veteran. "Though it took some time to become established, those in the rating have performed a great service in allowing chaplains to perform their very important pastoral functions."

Petty Officer 3rd Class Cindy Andrews of Corning, N.Y., performs administrative duties as a religious program specialist.

Upon completion of school, religious program specialists are assigned to serve with Navy chaplains at Navy and Marine Corps fleet units and shore stations throughout the world. While most of their work is performed indoors, it may also be accomplished on the deck of a ship or in a combat situation. When appropriate, RPs receive combat training and are responsible for the chaplain's safety in combat areas.

Chief Petty Officer William Thomas, senior religious program specialist with the Fleet Religious Support Activity, U.S. Atlantic Fleet in Norfolk, explained some of the RPs varied duties.

"In addition to assisting in management and development of religious programs, RPs maintain shipboard libraries, conduct liaison with religious and community agencies and in some cases, coordinate volunteer religious programs," stated the Springfield, Mass., native.



Seaman Apprentice Wills and Petty Officer Andrews prepare the opaque projector for use during seminars and presentations at the Fleet Support Religious Activity. As religious program specialists, both sailors assist in the preparation of devotional and religious educational materials, in addition to audio visual displays.

''Religious program specialists are unique in that their job allows for the opportunity to meet new people and conduct themselves in very changing situations.''

For one RP, his situation is presently changing and he considers it a viable challenge. ''I've been assigned to sea duty within the next month and am looking forward to working directly with a chaplain and helping to build a good ministry program aboard my ship,'' commented Seaman Apprentice Edward Wills, a 19-year old native of Boswell, Pa. ''I can't think of a better way to spend my time at sea than by helping to provide ministerial services to my shipmates.''

The religious program specialist rating was approved by the Secretary of the Navy in February 1978 and became a working rating 11 months later. Cmdr. R. Alan Plishker, head of the rating at the Chief of Chaplain's Office, Chief of Naval Operations, Washington, D.C., explained the background of the program.

''For many years, the administrative duties of a chaplain have been performed by temporarily assigned administrative clerks. Due to the abundancy of the job required, it was necessary to strive for a separate rating for those individuals interested not only in administrative work, but also in spiritual and ministry matters,'' stated the commander. ''At present, there are fewer than 300 religious program specialists, but when fully manned, there will be nearly 1,100.''

One former administrative clerk considers his change into the RP rating a chance to not only specialize in a job, but to enhance and further his career.

''Having been in the Navy for just three years, I'm not sure about a career yet,'' commented Petty Officer 3rd Class Thomas Gundersen. ''The rating gives me a chance to learn and grow through dealing with people. I know that if I make the Navy a career,

my job as a religious program specialist will benefit me through advancement potential and personal challenges.''

Indeed, the RP rating is a challenge and not suited for everyone. Candidates for this job must understand that their work schedule could include an abundance of evenings, weekends and holidays. They could find themselves in the comfort of an air-conditioned office or in the sometimes cramped areas aboard ship, or the infamous confines of the field with a Marine unit.

Wherever they are, they will be performing a most worthwhile function by actively supporting the Navy ministry. At the same time, the RPs derive personal satisfaction and feel a great sense of accomplishment in helping to administer to the spiritual needs of their shipmates or Marines in the field.

The Fleet Support Religious Activity does its part for energy conservation by having the RPs use bicycles to pick up and deliver messages and devotional materials, in addition to conducting liaison with ships berthed in Norfolk.

Keeping

Story and Photos By
PAC Dale L. Puckett
U. S. Coast Guard Headquarters

SAVANNAH, GA. — The 56-foot pilot boat bobs like a cork in the swells of the Atlantic just beyond the sea-buoy that guides more than 4,000 large commercial ships into the Port of Savannah each year.

By comparison, the huge orange liquified natural gas (LNG) carrier it approaches is as stable as a seawall. To the pilot in the Coast Guard helicopter 500 feet above, Chief Warrant Officer Chuck Brinson looks like an ant on the boat's deck.

Brinson is checking the draft marks on the side of the SS GOLAR FREEZE. He has to insure that the proper clearance is available for navigation in the shallow waters of the Savannah River channel.

"You don't realize how really big these things are until you pull alongside," Brinson says. "As you approach, you are looking at a vessel that is longer than three football fields placed end to end — 950 feet. She is nearly 50 yards wide and her superstructure rises more than 140 feet above the waterline. She carries enough natural gas to keep a city of 50,000 people warm for a month."

Brinson is the vanguard of an operation designed to insure the safety of commerce moving in the Port of Savannah during delivery of LNG to the Southern Energy company terminal on Elba Island near here. Despite the size of the ships and the responsibility involved, it is an operation that has become routine to each of the 25 men and women assigned to the Coast

Lt. Ralph Crawford refers to his inspection list at a liquified natural gas (LNG) facility in Savannah.

an eye on dangerous cargo

Guard Marine Safety Office. Yet, the job is not without an element of danger.

''Just getting aboard the vessel is a trick. You must get from the pilot boat onto a rope ladder — and all this time the boat is moving up and down along the side of the LNG ship,'' Brinson says. ''When you finally reach the rope ladder, you must climb 10 to 15 feet and then leap onto an accommodation ladder. You're really in trouble if you look below. It is very easy to get dizzy when you suddenly realize the water is more than 100 feet straight down.''

Fortunately, Brinson has a lot to keep his mind busy while he climbs the ladder.

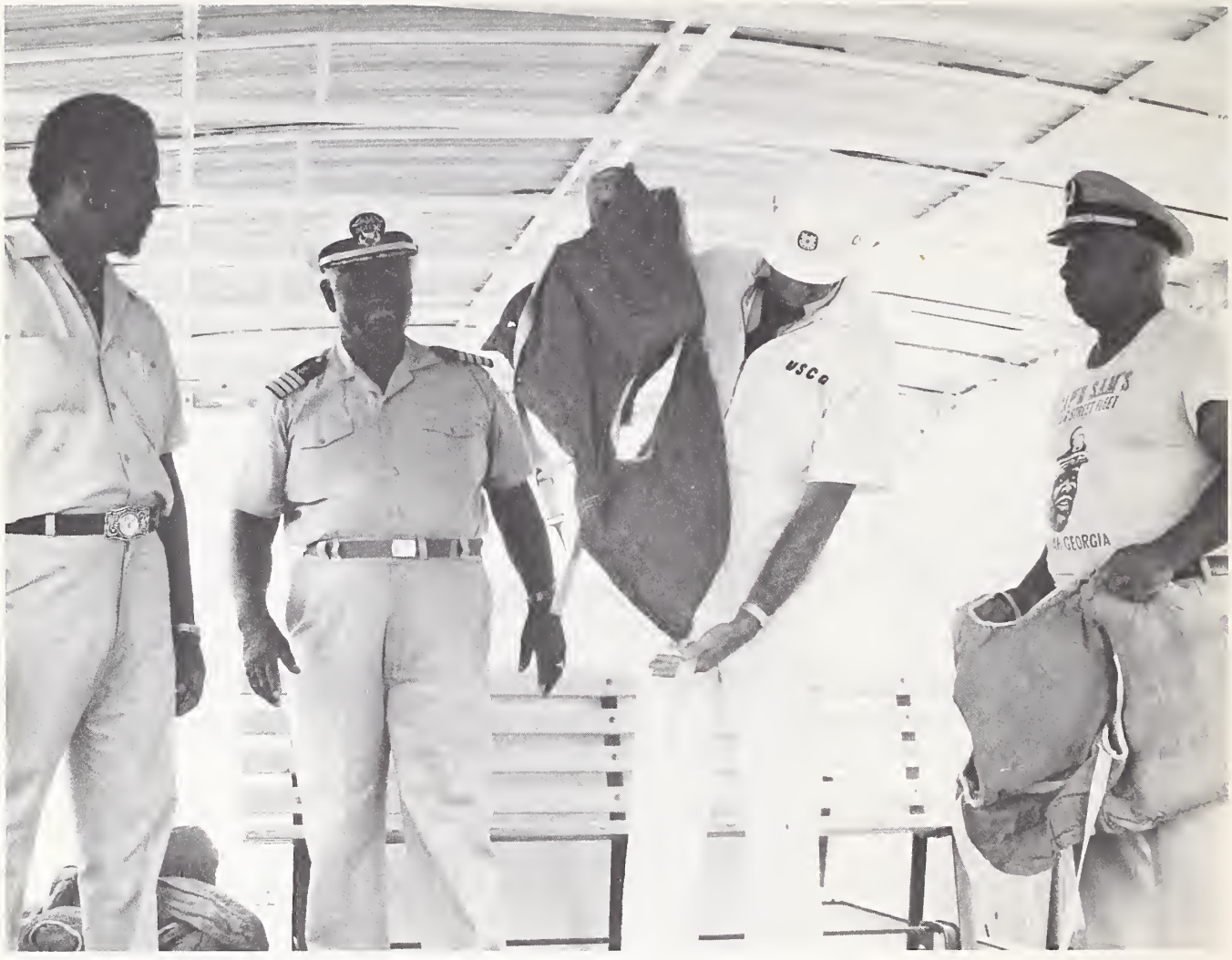
''You keep going over the inspection list in your mind,'' he says. ''You ask yourself, 'what would make me hold up one of these ships?' You know if you do, it will cost the company thousands of dollars.''

Once aboard the vessel, Brinson introduces himself to the mate with a firm handshake and goes to work. Still, nearly an hour passes before he gives the master permission to enter the Port of Savannah.

He checks the cargo manifest. He takes the vessel's safety plan and goes through every step of a long checklist. He turns on the sprinklers that extend over the giant LNG tanks. When he does this, a foggy mist forms over the giant tanks and from the bridge it looks like four huge orange hot air balloons are moving through the clouds. But, all is well and the vessel steams toward the Savannah River.

To the uninitiated on the bridge, it appears that the pilot is trying to thread a heavy nylon line into a number three needle. Slowly but surely, however, the mouth of the river seems to grow and the pilot eases the ship into the buoyed channel with 50 to 60 yards to

A Coast Guard inspector checks the wheelhouse of a vessel entering Savannah harbor. Ports and Waterway Safety personnel enforce laws and regulations for the safeguarding of vessels, harbors, ports and waterfront facilities, in addition to the prevention of damage to any vessel, bridge or other structure on or in waters over which the United States has jurisdiction.



Chief Warrant Officer Chuck Brinson inspects a lifejacket aboard a harbor tour vessel in Savannah. Inspection of vessels and their equipment is one of the many responsibilities of Port and Waterway Safety personnel.

spare on each side.

Shortly after GOLAR FREEZE enters the river, a 32-foot Coast Guard utility boat slips into position in front of the huge carrier, its blue safety light flashing brightly. Above, a Coast Guard helicopter watches for traffic that might cause a problem and at the river's intersection with the Intercoastal Waterway, a 17-foot Coast Guard boat holds up all traffic until the LNG ship passes.

Three hours after he boarded GOLAR FREEZE at the sea-buoy, Brinson walks down the gangway at the Elba Island terminal and meets Lt. Ralph Crawford. The two compare notes and make plans to allow the offloading of the LNG.

Crawford had inspected the shore facility 24 hours before the ship's arrival. He checked the cargo transfer equipment, the fire protection equipment and all safety devices. If any equipment flunked the inspection, the terminal crew had 24 hours to solve the problem.

"I like to make sure the ultra-violet sensors are working properly because they can detect the heat intensity of a fire before the human eye can see it," Crawford states. "If a fire were to break out, the sensors would cause the plant's computer to shutdown any transfer operation immediately."

Crawford also tests every gas sensor at the dock and insures that all dry chemical fire protection equipment is in order. He operates the giant chicksam arms that lower the transfer pipes from the dock to the ship and tests the emergency dock shut down system that would take over, if the ship were pulled away from the dock during transfer.

Both Brinson and Crawford work for Capt. Harold C. Carlton, Captain of the Port of Savannah. Carlton controls all traffic in the Savannah River, and the monitoring of a LNG movement is only a small part of his job; yet for a 24-

hour period almost every week, he must use 18 people for this job.

"While the LNG transfer is being monitored, I wonder in the back of my mind what else might occur," Carlton states. "There could be an oil spill that would require a large crew to monitor and clean-up. There could be a fire aboard a vessel that would require manpower. There are ammonia nitrate and anhydrous ammonia shipments through the port constantly. They require constant monitoring."

Carlton's men and women are busy — yet, they are appreciated.

"The leadership and the coordination of the Marine Safety Office of the U.S. Coast Guard in Savannah is certainly something we can all be proud of," states George Nicholas, the president of the Georgia Ports Authority. "The tremendous growth in the number of ships calling at the Port of Savannah mesh together with the energy ships that are coming in, providing a challenge which very few organizations could meet. The Coast Guard has it under control."

The general public recognizes the Captain of the Port crew's dedication and effectiveness too. In the words of a woman who lives across the river from the Elba Island terminal, "Even though the tanks are in full view as I cross the bridge to work each morning, I rest easy because I know that when those ships arrive, the Coast Guard is watching every minute that LNG is being transferred."

After rigid inspection procedures, the Coast Guard inspection certificate is displayed in the wheelhouse of a harbor tour vessel.

* U.S. Government Printing Office/635-074/5

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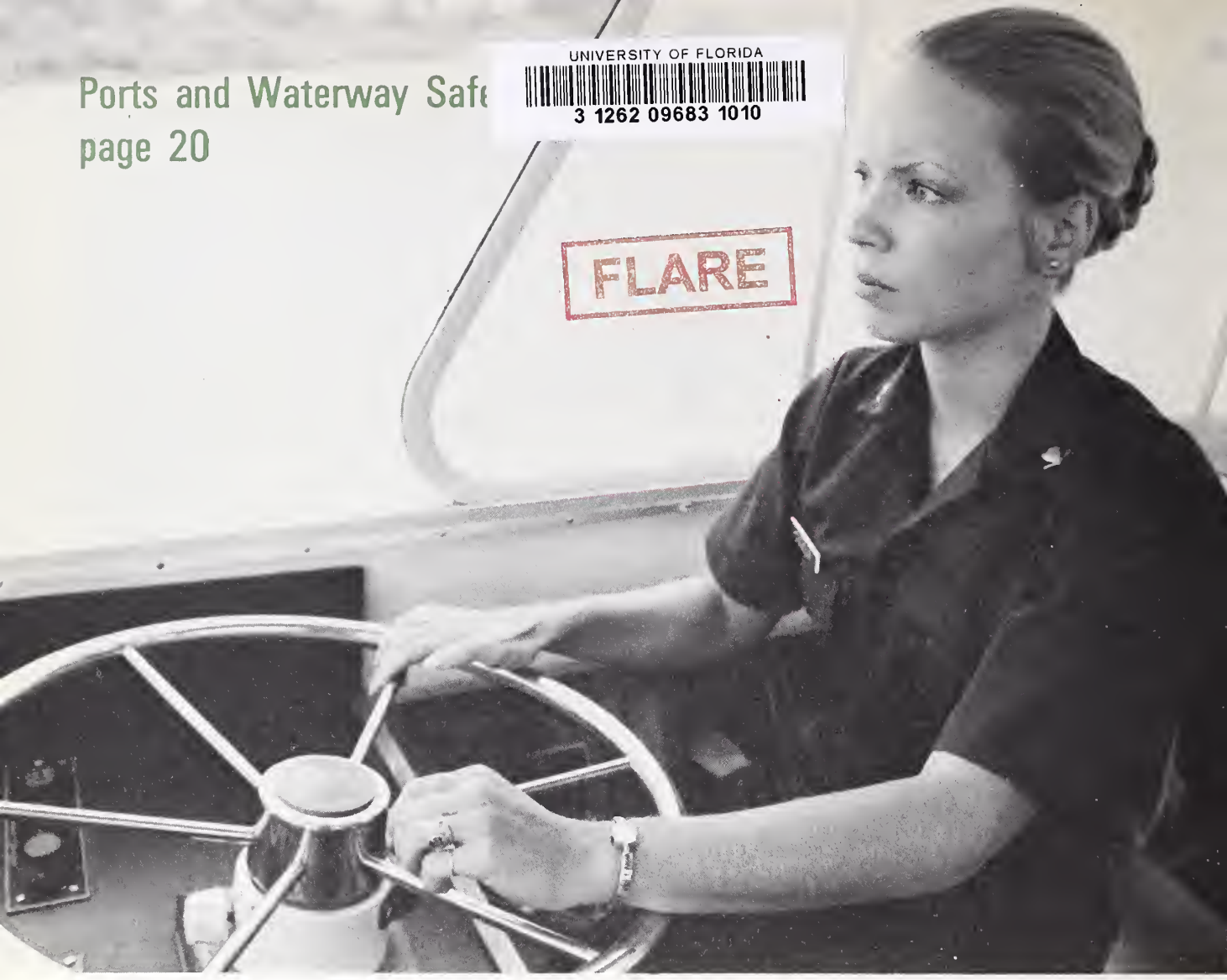
FLARE



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